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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29th January, 1903.

RUMOURS of another impending rebellion in
China have been current for the past few
days in certain circles in the Colony, and
they derive colouring from a case which
appeared before His Worship, Mr. F. A.
HAZLEMAN, at the Magistracy, when ten
Chinamen were charged under the Foreign
Enlistment Act, 1870, with fitting out and
preparing in this Colony, at divers dates, a
military expedition to proceed against a
certain friendly State, to wit, the Empire
of China. To this accusation the defend-
ants pleaded not guilty, and were formally
remanded. So much has already trans-
pired; as to the nature and extent of the
suspected movement, speculation and rumour
take the place of certainty. Of official
denial or confirmation there is none, for, as
usual, the authorities are reticent, but their
very disinclination to speak on the matter,
coupled with the proceedings at the
Magistracy and the fact that a body of
police nearly forty strong was despatched
early yesterday morning toward the
frontiers of the New Territory, seems to
point clearly to something unusual being
afoot. What information we have been
able to gather is briefly told.

The stories of this latest disturbance in
the political arena of China emanate from
native sources, apparently. The Triad
Society is said to be the moving spirit, and
to have planned that the first blow of the rising
should be struck at Canton last night.
Whether or not it actually was delivered it
is impossible yet to say, but, in view of the
publicity that has been given to the alleged
conspiracy and the alertness of the authori-
ties here and, it is to be presumed, at
Canton, it is unlikely that serious develop-
ments have taken place. Be that as it may,
however, recruiting for the rebel ranks
appears to have been brisk here and in

neighbouring ports, for, again according to
native informants, Chinese from Hongkong,
from as far down as Singapore, and from
Japan, were to flock to the banner of the
Triad Society when once its designs had been
definitely declared. The reason for all this
unrest is said to be enmity against the
mandarin class for excessive "squeezing"
of the people, inferentially for the payment
of the indemnity as well as for their own
personal gain. The people, it is said, are
tired of the present system of government
in China, and are even anxious that the
country should be taken over and adminis-
tered by an European Power or Powers.

All this, as we have said, is rumour, and
how far it is to be depended upon we leave
our readers to judge. It is certain, how-
ever, that affairs are not so tranquil as they
appear to be. Some of the men arrested
here and now under remand were found in
a house at 20, D'Aguilar Street, where
uniforms and banners were also discovered.
The police had had information of their
whereabouts and schemes, and took them
quite by surprise. Not all the occupants
of the house were arrested, however, for
we believe that several, including the
ringleaders, escaped by the back-door as the
representatives of the law entered by the
front. The arrests were effected on
Saturday last, and the same night Mr. E. R.
HALLIDAY, Assistant Superintendent of
Police, and Mr. C. CLEMENTI, Assistant
Registrar-General, were despatched on a
mission to Canton, it is said; the British
Consul there, it also transpires, was
at once advised by cable of the nature of
events. Active measures are still being
pursued by the authorities, and develop-
ments may be expected.

To-day is the Chinese New Year's Day.
Owing to the Chinese holidays the Daily Press
will not appear on Friday, the next issue being on
Saturday morning. The Weekly Press will be
published on Saturday also, in time for the
English mail.

There will be a Rugby football practice game
on the Happy Valley ground at 4 p.m. to-day.

Chief Inspector J. W. Hearn, of the Bang-
kok Police, has died in England, where he was
in leave for ill-health.

Damage to the extent of \$100 was done by a
fire which broke out at Shaukiwan early yester-
day morning, when a Chinese dwelling-house
was destroyed.

We are asked to call attention to the fact that
the A.D.C.'s performance of His Excellency
the Governor commences at 9.15 to-night, not
at 9 o'clock.

The Pinaig Gazette has an article in favour
of white mess-jackets for civilians at dances in
the tropics in place of the conventional dress
clothes. We should think that the dancer's
figure has something to do with the unwilling-
ness to adopt the cooler costume.

The Japanese Doctor Yokota, who was
stricken with plague while attending upon the
patients at Tokyo, unfortunately succumbed to
the disease on the night of the 14th inst. On
the day of his death the Emperor of Japan
bestowed the Order of the Rising Sun upon
him with the Sixth Order of Merit. Further,
the Tokyo Municipality decided to grant the
deceased doctor's family a considerable sum of
money as a mark of their appreciation of his
services.

When Dr. Pentecost comes to Hongkong,
golfers and sic-like cattle (as Burns says) may
expect to have a tingling of the ears. In
Manila the other day he said that men and
women who at home would have been ashamed
to break the Sabbath, there patronised "the race-
course, the ball games and the golf grounds.
If we bring to this country, as some of the
natives charge we are doing, unbelief,
the American Government must register one of
the most conspicuous, disgraceful, and disastrous
failures in the history of the world."

By kind permission of Col. Iremonger and
Officers, the band of the 33rd Burma Infantry
will play the following programme of music
during dinner at the King Edward Hotel to-
morrow, 30th instant, from 7.30 to 9.30 p.m.:—
March: "The King's Colonials" Evans
Overture: "The Bohemian Girl" Balfe
Selection: "Flower Song" Leslie Stuart
Polka: "Le Premier Pas" Coote
Selection: "San Toy" Sydney Jones
Valse: "La Barcarolle" Waldteufel
EXTRA.
Galop: "Rotten Row" Keler Bela
"God Save the King."

The first International Congress of Far
Eastern Studies at Hanoi proved a great suc-
cess, and it is very fortunate that Siam was so
well represented, the *Bangkok Times* says. The
presidency of the most important section, that of
Indo-China, was entrusted to her representative
(Col. Gorini), who was also appointed president
and member of various important committees.
His position was a somewhat delicate one, but
he maintained it with marked success. The
greatest courtesy and consideration were shown
to all taking part in the Congress, and indeed
all who have been to the Exhibition have ex-
pressed the highest satisfaction with the kindness
and consideration shown to them. The Press
representatives especially thanked the Governor-
General for the courtesy extended to them day
by day.

The Singapore Police authorities have been
trying to put an end to the ricksha strike by
the forcible method of visiting the coolie war-
rens with a considerable force of armed constables
and turning the pullers out. A large measure
of success seems to have been obtained, though
the strike was not entirely ended.

Prince Rupert of Bavaria, who is touring
round the world with his wife, will make his
way to the East via India, the Straits, China,
Japan, the Pacific Ocean, America, and thence
back to Europe. In India the Prince is no
stranger, as he has already visited Bombay,
Calcutta, the large inland cities and the
Himalaya chain. Professor Dr. Heinrich Mayr,
of the University at Munich, a scientific
celebrity, will accompany the Prince.

The Russian official naval and military organs
were continuing when the last mail left Europe,
with ever-increasing emphasis, to impress
upon the Imperial Government the vitally
urgent necessity of taking timely measures for
the preservation of Russia's dominant power
and prestige in the Far East. There is no
mistaking the object, it is said, of Japan's
straining all her financial resources in order to
place commissions for the most powerful battle-
ships with American and European builders.
When an European Power adopts a policy of that
kind, England immediately puts her productive
energies into action, and, *pari passu*, builds two
warships to each one launched by her Con-
tinental neighbour. That is the example which
this country must now emulate if it wishes to
prevent a total eclipse of its maritime power in
the Far East. The Service journals warningly
press the absolute necessity, at whatever
cost or sacrifice to the national treasury, of
creating a Pacific fleet, which shall at least be
able to hold its own against that of Japan, and
prevent the latter Power from establishing a
naval supremacy in the Far East.

The death occurred on the 26th ult. at Fort-
rose, Ross-shire, of Lieutenant-General John
MacKenzie Macintyre, late Royal Artillery.
He was born in 1827, the son of the late Mr.
Donald Macintyre, of Calcutta, and entered the
Madras Army in 1845. With the local rank of
captain he was attached to the Ottoman Army
in 1855-56, and joined the Kertch expedition as
a brigade-major. He accompanied the army of
Omer Pasha to Asia Minor, and took part in
the winter campaign there, being appointed
Aide-de-Camp to the British Commissioner, Sir
Linton Simmons, and serving in that capacity
until April, 1856. In 1858 he was promoted to
the rank of captain, and in 1860 accompanied
the expedition to China in command of a
mountain train battery. He was present at the
defence of Shanghai when attacked by the rebel
army in August, 1860. A shell from a moun-
tain train howitzer laid by him wounded Chung
Wong, who was in command of the rebels, and
killed and wounded several of his staff. In 1870
he was gazetted lieutenant-colonel, and received
promotion to the rank of colonel five years
later, and to that of major-general in 1878.
He retired from the Army with the rank of
Lieutenant-general in 1882.

Mr. Matthew Little, of Lyndhurst Gardens,
London, and John Little and Co., Limited, 9
and 10, Pancras Lane, formerly of Singapore,
who died on the 7th November last, aged
seventy-five years, nominated in his will, dated
May 12, 1900, as his executors Mr. William
Henry Dalgleish, of 8, Great Winchester Street,
and Mr. Alan M'Nab Taylor, of 34, Great St.
Helens, power being reserved to grant probate
also to his widow, Mrs. Harriet Agnes Little,
and his son, Mr. Robert Little, and the testator
bequeathed to the executors £100 each, and to
his son Robert 25 shares of £50 each in John
Little and Co., Limited, and to his daughters,
Anne Maxwell Little, Harriet Agnes Little,
Miriam Little, and Hilma Little, and to his
son Harry Martin Little £2,000 each, and he
bequeathed to Mrs. Little his house in
Lyndhurst Gardens and its furniture, and the
income during her widowhood of 366 shares of
£100 each in the Tanjong Pagar Dock Com-
pany, which, subject to her interest, he be-
queathed to his son Harry Martin, and he left
the residue of his property in trust to pay the
income thereof to Mrs. Little during her
widowhood, subject to her interest in trust for
his children, excepting his said son Robert, who
is otherwise provided for. Mr. Little's estate
has been valued at £39,869 gross, and £39,655
net.

The *Naval and Military Record* of the 25th
ult. has the following paragraph:—While some
doubt seems to exist at Dey's report as to whether
Admiral Sir E. H. Seymour will succeed Lord
Charles Scott at Mount Wise, no uncertainty
prevails elsewhere. It is easy to reach the
point of selection by the process of exhaustion.
Should Admiral Sir E. H. More-Molyneux get
the appointment he could only hold it until
the following August, while Admiral Sir N.
Bowden-Smith will have to retire for age next
month. This leaves Lord Walter Ke., the
senior available admiral, and he is, scarcely
likely to move from Whitehall to Mount Wise
for a period of 18 months. This leaves Admiral
Sir E. H. Seymour, who is said to have a strong
personal desire to take over the command, the
senior eligible admiral; and in consideration
of his eminent services it may be assumed that
his own wishes will be respected. Even then
he can only hold the appointment for two
years, as in April, 1905, he must retire for
age. Should some unforeseen accident occur
to prevent Sir E. H. Seymour accepting the
Devonport command in March, it is very
doubtful if he will be offered Portsmouth in
the following October, as the appointment has
been offered to and accepted by Admiral Sir
H. F. Stephenson. His rejection of Devonport
would, therefore, practically close Sir E. H.
Seymour's active service career, a finale which
the gallant admiral has no intention to
precipitate.

Ye Yung-yik, about whom we have heard so
much from Korean and Northern sources
generally of late, has returned to Seoul from
Fort Arthur on a Russian warship.

The Oxford University Athletics on the
7th inst. gained a decisive victory by 6 wickets
in their match v. the Gentlemen of India at
Delhi, scoring 135 and 129 (4 wickets), against
118 and 143. It should be mentioned that
Troup, one of the Indian Gentlemen's best bats,
retired hurt for 5 runs in the first innings and
could not bat at all in the second.

The Messageries Maritimes Co. has followed
the example of the P. & O. S. N. Co. and
revised its fares for passengers to India. The
Times of India remarks:—One matter in this
connection is significant. The Messageries'
new schedule appears some time after that of
the P. & O. Company, and differs in several
important respects from it. This confirms the
circumstantial rumours that have been
circulated to the effect that the Conference
governing this branch of the Eastern shipping
trade no longer exists.

Lieut. M. A. Colana, of the Spanish navy, has
published two lectures delivered by him in
Madrid. The first lecture deals with the
various types of battleships, and the lecturer
endorses the opinion expressed elsewhere that
the Italian battleship *Vittorio Emanuele* is
the best type among existing battleships. In
the second lecture is discussed the naval position
in the Mediterranean of the various Powers, and
which Power, from that point of view, would
form the best ally for Spain. The lecturer
gives strong reasons in favour of an alliance
with England.

The *Botanica Nieuwblad*, in reviewing the
course of trade there in 1902, says that, during
that period, the import houses suffered heavily
by failures among Arab and Chinese traders.
The usual cry arose for a limit to the credit
system which had brought on such disaster, but
nothing came of the numerous suggestions to
that end. Export articles fetched lower prices,
with the result that less money came into
circulation among the cultivating classes. For-
instance, the price fetched by the sugar crop in
Java, last year, was twenty millions of guilders
below the amount realised by the crop of 1901.
Gambling in mining shares caused immense
losses. Many bubble companies went down.
The close of the year found the mining outlook
more encouraging. The companies which
stood the storm have promising prospects, and
are likely to justify expectations by showing
tangible results.

A change of name is probable in the case of
the Protestant Episcopal Church in America.
Some of the results of the discussions in the
conventions are given by the American cor-
respondent of the *Church Times*. In the
diocese of Albany, although the Bishop himself
is opposed to any change of title, the conven-
tion passed a resolution in favour of an altera-
tion, but without making any suggestion for a
new name. Michigan Convention voted against
any change, but the convention of Michigan
City took the opposite view, and added the
suggestion that the new name should be "The
American Catholic Church." Similar resolu-
tions were carried in two other dioceses—those
of Springfield and Milwaukee. New Hampshire
has also decided in favour of a new title, so that
up to the present a majority of dioceses have
declared in favour of abandoning the title
"Protestant Episcopal."

The following appreciation of the Chinese
Regiment is from a London evening paper:—
One has heard many unkind things said about
the regiment by people who know nothing about
the men. As a matter of fact, the Chinese
soldier has many sterling qualities. He is very
amenable to the discipline and control of those
he knows. He is stout, and well able to stand
fatigue and hard work. He is a very good shot,
taken all round. He is no trouble to feed, as he
has no prejudices on the subject, except it be
in the matter of quantity. He is good on
service, as we know from his services during
the hard fighting in Northern China two years
ago, and he is equally good when employed on
duties of a more peaceful and less exciting nature.
The regiment was then in its extreme infancy,
fighting under alien officers, and for an alien
cause, against its own compatriots, its own
Emperor and his Imperial troops, yet it bore
its part with the best and proved itself trust-
worthy.

THE CURRENCY QUESTION.

We understand that a meeting of the Cham-
ber of Commerce is being requisitioned by
members to discuss the local currency question,
and that it will take place after the recess.

CRICKET.

The following will play for the H.K.C.C. v.
the United Services, commencing at 10.30
to-day:—

H. Arthur, R. E. O. Bird, A. O. Brawn,
G. R. S. Cooper, J. T. Dixon, A. MacKenzie,
E. W. Maitland, F. Maitland, W. R.
Lemarchand, A. G. Ward, and J. A. Woodgate.

HOCKEY.

The 14th Bombay beat the Club at XI on
Monday 4-3. The following will play to-day
for the Club v. Royal Artillery in the Shield
competition:—
L. Murphy, C. E. L. Donkin, R.N., Lt.
Quennell, A.O.D., C. A. Parker, R.N., R. O.
Boggan, C. P. Chater, P. P. J. Wodehouse,
Dr. Dartnell, R.N., O. J. Barnes, J. Hooper
(Capt.), and A. N. Other.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 26th January.

VENEZUELA.

Mr. Bowen has announced that he has good
reason for believing the Venezuelan dispute will
soon be satisfactorily settled.

THE TRANSVAAL-CHAMBERLAIN'S
SUCCESS.

Ex-Commandant De la Rey, addressing a
crowd in Dutch at Ventersdorp, said that Mr.
Chamberlain was the man to set things right,
and urged the Boers to be loyal to the new
Government.

Eleven prominent Boer irreconcilables who
had sworn never to take the hand of a National
Scout, have resolved, after hearing Mr. Cham-
berlain's speech at Potchefstroom, to bury
animosities and co-operate with the British.

LONDON, 26th January.

THE PLAGUE IN DURBAN.

Owing to the spread of the plague in Durban
the native servants and labourers are leaving
the town in thousands.

VENEZUELA.

The Allies have handed Mr. Bowen declara-
tions promising to cease the blockade as soon
as an agreement is concluded with Mr. Bowen,
as Plenipotentiary of Venezuela, embodying
their conditions. Venezuela offers part of the
Customs of La Guaira and Puerto Cabello as
security.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

At a monthly meeting of the Committee of
the Hongkong General Chamber of Commerce,
held in the Chamber Room, City Hall, on
Tuesday, 29th January, at 3.45 p.m. Present:—
Hon. C. S. Sharp (Chairman), Mr. W. P. Coats
(Vice-Chairman), Hon. C. W. Dickson,
Messrs. C. Michelson, N. A. Sides, J. R.
M. Smith, R. Chatterton Wilcox, Hon. R.
Sheehan (ex-officio), and A. R. Lowe (Secretary).

Minutes of the monthly meeting of the
Committee held on the 16th December and also
of the special meeting of the Committee held on
23rd ultimo were read and confirmed.

QUESTION OF DATING AND SIGNING BILLS
OF LADING.

Read letter received from Melbourne Cham-
ber of Commerce inquiring the practice at
Hongkong of signing bills of lading for goods
prior to shipment and stating that there was a
proposal before them to introduce legislation to
suppress the practice.

This matter was discussed and the CHAIRMAN
stated that in 1897 the General Produce
Brokers' Association of London addressed the
Hongkong Chamber in similar terms and a
reply was sent that the Committee felt unable
to take any active steps to secure any alteration
of the system as carried on here, and at
other ports in the East. It was eventually
decided to reply that there is no regular prac-
tice in vogue here of signing bills of lading for
goods prior to shipment, but that in cases of
urgency or necessity bills of lading are so
signed under proper guarantees.

THE CURRENCY QUESTION.

The CHAIRMAN said that a reprint of the
minutes of the special Committee meeting of the
23rd ultimo dealing with this question had been
sent to each member of the Chamber and he
thought that, as the members had neither
requisitioned a special general meeting nor
made any representations on the subject, the
Committee might fairly take it the members
endorsed their views.

EMBEZZLEMENT BY THE CLERK.

The SECRETARY reported that, in accordance
with the decision of the Committee at their last
meeting, he had given the clerk, Mr. M. H.
Baptista, into custody on the charge of embezz-
ling the funds of the Chamber. The case was
remanded to the 2nd instant, and on the prisoner
pleading guilty the Magistrate had sentenced
him to six months imprisonment with hard labour.

A COLONIAL OFFICER.

Colonel Sam Steele led Lord Strathcona's
Canadian Horse in the late war. Though
probably half the stories told about him are
inventions or exaggerations, his name is still a
household word among Colonials in South
Africa. One day a British officer complained
to Steele that he met troopers of the Strath-
cona Horse who did not salute him. "Why,
confound them," was the answer, "they won't
even salute me!" It is acknowledged that
Sam Steele knew his men thoroughly and got
an immense deal of good work out of them.
Still, incidents like the following do not make
for military discipline. They are attested by a
Toronto man lately back from South Africa:
"They say General Buller was annoyed at him,
but soon got over it. Steele, in his shirt sleeves
and smoking his famous short clay pipe, would
sit at the door of his tent when Buller and his
Staff came riding past. The first time this
happened everybody was petrified except Col.
Sam, who was quite at his ease. 'Well,
General,' he said, 'anything doing to-day?'
General Buller politely stated that nothing
special was being done. 'Well,' said Col.
Steele, 'I think you should send a bunch of the
boys off to the right there. The blunkey-
blank Boers are fiddling round over there all
right enough.' It was Colonel Sam Steele,
too, who, being invited by Lord Milner to
Government House at Capetown, declined the
invitation on the ground that 'things of that
kind weren't in his line.'"

HONGKONG ROPE MANUFACTUR-
ING CO., LD.

The following is the report for presentation
to the shareholders at the nineteenth ordinary
general meeting to be held at the office of
the General Managers, on Saturday, 7th
February, at 11 a.m.:—

Annexed we have the pleasure to lay before
shareholders the annual statement of accounts,
made up to the 31st December 1902.

The net profit, including the balance brought
forward from last year, amounts to \$123,091.86
which it is proposed to appropriate as follows:—

To place to reserve fund	\$9,590.00
To pay a dividend of 20 per cent.	100,000.00
To carry forward to the credit of next year's account	13,501.86

CONSULTING COMMITTEE.

Mr. J. H. Lewis was elected in place of Mr.
H. P. White resigned. In accordance with
the Articles of Association, Messrs. Raymond
Brown, and Lewis retire, but offer themselves
for re-election.

AUDITORS.

The accounts have been audited by Messrs.
T. Arnold and W. H. Potts, who are recom-
mended for re-election.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 24th January, 1903.

The accounts are as follows:—

31st December, 1902.
PROFIT AND LOSS ACCOUNT.

Auditors' fee	\$400.00
Consulting committee's fee	4,000.00
Interest	698.66
Depreciation for 1902 written off	10,623.74
Balance	123,091.86
	\$144,814.26

BALANCE-SHEET.

CAPITAL—10,000 shares at \$50, paid up	\$500,000.00
Reserve fund	25,410.00
Due to general managers	3,215.08
Sundry creditors	10,020.10
Balance of profit and loss account	123,091.86
	\$661,746.13

ASSETS.

Land, factory, machinery, &c., \$50,000.00 as per last account	\$250,000.00
Expended on additions and ex- tensions to 31st December, 1902	24,623.74
	274,623.74
Less depreciation	16,623.74
	258,000.00
Rope, lump, &c., in factory, valued at	127,700.67
Rope on consignment, valued at	139,072.00
Fire insurance premia, account 1903	1,634.41
Sundry debtors	43,630.73
Hongkong and Shanghai Banking Corpora- tion	61,916.63
Cash in hand	\$1,424.74
Cash at factory	50.00
	1,474.74
Investment of reserve fund— 2,500 shares China Provident Loan and Mortgage Co., Ltd.	245,250.00
	\$661,746.13

RESERVE FUND.

Balance	\$25,410.00
Balance brought forward from last year	20,000.00
Transferred from profit & loss account, 1901	5,410.00
Unclaimed dividends	410.00
	\$25,410.00

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

SOUTH AFRICA.

INTERFERENCE WITH LOYALISTS.

London, 31st December.
The Standard correspondent states that the
loyalists are leaving Durban, Northern
C

to pay 5s. per week to each person of the age of 65 and upwards, requiring it. The funds are to come from the Imperial Treasury, and the pensions are subject to numerous conditions. The rural and the urban municipal councils are to be the pension authorities.

CANNIBALISM IN CENTRAL AFRICA.

London, 1st January.
A body of natives captured Fort Boal, a Belgian station in the Congo region, on the frontier of Uganda. The commander of the station, Lieutenant De Mages, and his party were killed by the natives and were eaten.

SOUTHWARK POISONING CASES.

London, 1st January.
The publican at Southwark, London, who adopted the name of George Chapman, and who has been charged with the murder, by poison, of Maudie Eliza Marsh, employed by him as a barmaid, has now been charged with the murder of two women with whom he cohabited successfully as his wives. Accused is a Pole, and his real name is Severino Klesofski.

COLLIERY ON FIRE.

London, 1st January.
A fire occurred at the Uppesack Colliery, Ekaterinosh, Southern Russia. Fifty-eight of the miners perished. Eleven others who were entombed three days, and 21 for five days, were rescued.

TRAIN BURIED BY AVALANCHE.

London, 1st January.
The Veroba-Munich express train has been buried by an avalanche at Gersensass, in the Tyrol.

U.S. BANK AND TRUST PROSPERITY.

London, 2nd January.
Owing to their having experienced an exceptionally prosperous year the New York banks are dividing £1,000,000 among their employees. Mr. J. P. Morgan's staff will receive £420,000. Apart from the profits which he made in his banking transactions, Mr. Morgan is said to have gained £6,000,000 upon his year's business, and Mr. J. D. Rockefeller much more. The Steel Trust is offering its 161,000 employees great facilities to acquire shares in the concern. The directors of the trust have also decided to divide all the year's profits over and above £16,000,000 among their employees.

THE ISTHMIAN CANAL.

London, 2nd January.
Mr. John Hay, the United States Secretary of State, is embarrassed as he suspects that there is a secret understanding between Nicaragua and Colombia to prevent the United States using either to connect the other in connection with the construction of the Isthmian Canal.

ALLEGED EMBEZZLEMENT.

London, 2nd January.
The Government of Portugal has agreed to extradite William Parker Owen, formerly secretary of the Premier Surplus (New Zealand) Gold Mining Company and the Indian Glenbrook Mining Company. Parker was arrested at Lisbon towards the end of November, on a charge of embezzling several thousands of pounds.

NEWS VIA CYLON.

GERMANY AND THE U.S.

London, 12th January.
The Times New York correspondent discusses the causes of Baron von Holleben's retirement, and says he was set the impossible task of fostering friendship between Germany and America, and simultaneously estranging England and America.

Influential American opinion attributes the recall of the German Ambassador to the Kaiser's chagrin at the effect of his own mistakes.

THE DELHI DUREAU.

London, 12th January.
The Daily Telegraph prints an article on the Durbar, and discusses the reasons for the willingness and pride with which so many princes assembled to acknowledge the sovereignty of the King-Emperor. The article remarks that no bond is so strong as willing service. The whole of the Durbar is eloquent of the simple fact that we honestly try to rule India for India's good. If Lord Curzon has brought that home to us by the pomp and circumstance of a unique occasion, he has fully justified his Vicereignty, for the sense of responsibility towards the people whose destinies are placed in our hands is the secret of the success of British rule.

SOMALILAND.

London, 12th January.
Two hundred and forty copper tanks, inland with tin, adapted for conveyance on the backs of animals, are being sent to Somaliland for the use of the expedition. A skirmish took place between our scouts and those of the Mahdists on the 7th instant, fifteen miles south of Bechale. Four of our prisoners report that the Mahdists sent two columns to attack the friendly tribes. A third column remains in the vicinity to prevent the Bechale Garrison from assisting the friendly tribes.

DEATH OF FAMOUS RACER.

London, 12th January.
The famous race horse Bend Or is dead.

SYNDICAT DU YUNNAN, LD.

The second annual general meeting of the Syndicat du Yunnan, Limited, was held at Cannon Street Hotel, London, E.C., on the 22nd ult. Mr. ACHILLE ADAM presided, and in the course of his remarks said:—The cost of the concession, £20,844, was the total of the expenditure incurred in connection with the concession in the province of Yunnan. They had absolutely no contingent liabilities in connection with the obtaining of this concession other than those due to their own European agents, whose remuneration was to a certain extent payable by results. Expenditure on current and lapsed ventures, £6,544, comprised an item of expense incurred in connection with the despatch of Mr. W. M. Raymond, an engineer, to inspect and report upon certain properties in the province of Szechuen. Mr. Raymond's report, however, was such that they were unable to further entertain them, and they would be eventually obliged to write off expense. The item also includes purchase of an electric lighting concession at Peking, for which they were negotiating. They would recollect the information given at an extraordinary meeting at the end of September last. The situation then explained existed to-day, with one notable exception, the Antoin Nigou to Yunnan. The expedition left Marseilles at the beginning of November, and a cable from Hanoi, 4th inst., announced they had safely reached that port. He went on to speak of Mr. Emile Rocher's report to the Board, which was a very lengthy one. Mr. Rocher was an authority, without a rival, in all matters connected with the Province of Yunnan, and was the author of the standard work on that province. The extract published

with the report contained a list of the mineral deposits which have been or are being worked in the areas allocated to them; but it must be remembered that numerous coal, iron and other deposits situate on the route of the railway now being constructed were not enumerated in this list. The tin deposit at Katsion was especially important. You will see Mr. Emile Rocher states that it covers an area of more than 80 kilometres (50 miles), on which are more than 60 mines; and, further, that 35,000 men are engaged in mining in the district. He could say the conditions of their contract were of an entirely favourable and elastic character, and compare altogether to our advantage with the conditions of other concessions which have been obtained in China. Mr. Leclerc, a well-known mining engineer in the employ of the French Government, states that Yunnan Province is exceptionally rich in mineral deposits, that they consist particularly of coal, copper, and tin. Coal, we are told, exists practically everywhere, and with regard to copper, he confirms what Mr. Rocher stated was the former production, namely 6,000 tons, and adds the present output may be taken to be 1,500 tons. The Chinese, it appears, have mined the ground in a general way so far as their primitive methods permit, but the truly exceptional nature of the deposits, and their size, as well as their resemblance to the deposits in America, pointed to the fact that Yunnan gives promise of becoming one of the most important copper producing centres of the world. He thought the testimony of Mr. Leclerc and of Captain Rydger, of Baron von Richthofen, and, finally, of Mr. Rocher, eliminated all element of doubt that the Province of Yunnan offers an exceptional field for mining enterprise. Their work would be greatly facilitated by the railway which is now being constructed under the guarantee of the French Government from Tonkin to Yunnanfu. That line, from the moment it enters Chinese territory to the time it reaches its terminus at Yunnanfu, runs through the very centre of their districts. They would be interested to hear that some weeks ago he was approached in Paris by a director of the company constructing this railway on the question of the coal supply which they will need. He moved that the directors' report and accounts to September 30 be received and adopted. Mr. H. E. M. Bourke seconded the proposition, which was carried unanimously.

GUNNERY V. PAINT.

Mr. Arnold White writes as follows:—My only complaint against Capt. Crofton is that while undertaking to "reply" to my statements of fact he has inadvertently omitted to do so.

1. Capt. Crofton implies, but does not assert, that I am in error in stating that British men-of-war miss the target more often than twice out of three rounds, but he naively admits that he has not the return of the prize-firing to consult. The following return is extracted from the Admiralty figures. The average is about two misses to one hit:—

	1901.		
Warships...	10-6in. 54	14	flagship
Typhoons...	6-4.7in. 49	15	
Orlando...	10-6in. 60	16	
Empress of India...	10-6in. 67	19	
Archer...	6-6in. 31	1	
Gibraltar...	10-6in. 75	16	flagship
Hyalanth...	11-6in. 78	9	
Magnificent...	12-6in. 105	21	flagship
Galatea...	10-6in. 53	5	

The average of the percentages of 1898, 1899, 1900, and 1901 amounts as nearly as possible to missing twice out of three rounds. It is true that, taking the year 1901 by itself, a slightly higher percentage than 33.3 is arrived at, but the statement Capt. Crofton challenges by innuendo is absolutely sustained by the figures. The real fact is that the shooting of individual ships is in proving, but the shooting of the whole fleet is very much what it was four years ago. There has been little recent change in the average figure of demerit in the whole fleet.

2. Capt. Crofton suggests that I have confused the forms of target used at the prize-firing exercises and at the monthly target practices respectively. I have done nothing of the kind. I never compared the prize-firing target with the ordinary target. One is 17ft. by 20ft., the other 5ft. by 12ft. Does Capt. Crofton think it easier to hit the smaller target than the bigger? If not what force is there in his suggestion that confusion has taken place in my mind between the monthly and prize-firing targets?

3. When Capt. Crofton undertakes to give the dimensions of the prize-firing target, is he not himself in error? I ask as a mere civilian. Simple arithmetic and accuracy are not monopolies of retired naval captains. I am informed on good authority that my critic is in error.

4. Capt. Crofton states that the prize-firing target, when placed in position, is passed by the ship along a course generally marked by buoys. Here, again, Capt. Crofton is surely in error. Is not the course always marked by buoys? Perhaps some gunnery expert with recent experience will decide between us.

5. Capt. Crofton states that the distance is given for the first round, afterwards it has to be judged by the captain of the gun, altering continuously as the ship proceeds. The real fact is that the alteration in distance is not made. Certainly not more than 200 yards.

6. The instructions says that this test of accurate and rapid shooting is not to establish a comparison between different ships of the fleet; and therefore, when Capt. Crofton alleges that this system of comparison is impracticable on account of the difference in weather, light, force of wind, and the motion of the ship, he is diluting against fiction of his own creation. Still, the test in question is accurate enough to enable a landsman to make a fair comparison between the shooting of the Ocean and the

shooting of the Empress of India. The shooting of the Ocean, for 1902, was, with twelve 6in. guns, 193 rounds, 117 hits, which was 7 rounds a per gun and 4.8 hits per minute. The Empress of India fired 69 rounds with 11 hits—five misses to one hit. An officer is always in the sighting position, and is termed "Spotter." The gun's crew is never left to itself. An officer must be present, and always is present.

7. When Captain Crofton attempts to refute the charges of bad shooting on the ground "that only actual hits are counted, and a hair-breadth miss is a lost shot," the answer is simple. "We are talking of relative shooting; that is, shooting as carried out, by the majority of ships—not shooting as it ought to be. No wind or weather, no accidents of climate or local circumstances can account for the difference between the shooting of the Ocean and the shooting of the Empress of India quoted above. The Secretary of the Admiralty attempts to account for the bad shooting of the Empress of India by saying that she has only recently left the Dockyard; but the Bulwark the flagship in the Mediterranean, had also recently left the Dockyard, and on this ship we observe efficiency to exist. Landsmen, therefore, are reduced to the conclusion that the directing ability on board the Bulwark is more efficient than the directing ability that controls the shooting arrangements of the Empress of India.

8. Captain Crofton gives himself away in stating that 36.3 per cent. of actual hits is creditable on the ground that at least 80 per cent. of the rounds fired by our ships, at the prize-firing target would have struck a modern battleship. Why is two misses out of every three rounds creditable when we have seven or eight ships that can depend on getting nearly 70 per cent. of hits? The target for British naval guns in war will not always be a battleship broadside on. The accuracy of the good shooting ship will enable her to destroy a casemate, a counting tower, or a bridge—where the vulnerable points of an enemy's ship are to be found. This is the real answer to Captain Crofton. It is not enough to fire "into the brown."

9. Captain Crofton says, "But it may be asked why should some ships make so much better practice than others?" and then proceeds to quote the *Terrible's* percentage of 78.6. The answer is simple. It is a known fact that some captains take the trouble to teach their men on scientific principles the art of straight shooting. Other captains do not take that trouble. How can similar results be obtained from two systems, under one of which great attention is given to straight shooting, and in the other none? What we want to know is why what Captain Percy Scott, late of the *Terrible*, and other captains have done, and are doing, has not been done before, and we want to make certain that steps are being taken to remedy the accumulated defects of many years' standing.

10. Captain Crofton says that some ships have a steadier gun-platform, have been longer in commission, have more practised crews, and he adduces other reasons why one ship shoots better than another. Facts contradict Captain Crofton at every point. Where was the steadiness of the platform in the *Scylla*? And yet the *Scylla* and the *Terrible* made practically the same scores in successive years. If the question of the length of the commission be taken into account, what about the *Bulwark* that has just come out top in the Mediterranean, beating the *Renown*, the previous flagship, which has been three years in commission. The answer is obvious. The *Bulwark's* captain and officers made a speciality of straight shooting. The *Renown's* did not apparently do so.

11. Captain Crofton says that "the late captain of the *Terrible* is well known to the public as one of the most capable captains in the Navy, and he certainly appears to have been more successful than others in training his guns' crews to shoot." Here we agree. It is the personal equation that is the true solution of the problem. Captain Percy Scott, however, is by no means the only good captain in His Majesty's Navy. He is "not the only pebble on the beach." Other captains are showing that they can train their men as well, or even better, than Captain Scott, and if these why not others? And if now, why not earlier? The admiral's ship is generally one of the worst shooting ships in a fleet.

12. Captain Crofton says, "We cannot all reach the same level of excellence in any walk of life," and adduces this as a reason for not trying to shoot better. I demur. If his argument means anything it means that the absence of proficiency in straight shooting is to be condoned, is to be left to the sweet will of captains. This condonation of demerit, or low standard of merit, is the curse of our public services. In a cricket eleven a certain minimum of proficiency is required, and the argument that "we cannot all reach the same level of excellence in any walk of life" would not carry the admission of any inefficient cricketer into any first-class eleven. Since war is more serious than cricket the rule should be more rigidly enforced in the Navy than at Lords'.

13. As the question of throwing ammunition overboard is referred to the editor of the *National Review*, I have no comment to make on the award, which is in my favour.

14. As I agree with Captain Crofton in his earlier remarks on the subject of paint, there is no comment to be made when he says that the cleanliness of a ship should not in any way interfere with her progress in gunnery.

15. But when he goes on to say that "the general experience is that a well-kept ship will also be the smartest all round at all kinds of drill," the facts are against him. Flagships are notoriously the smartest in appearance and the quickest in evolutions, but the contrast between the flagships and their shooting returns—is it not written in the Book of the Chronicles of the Lords of the Admiralty?

16. Captain Crofton inadvertently gives himself away by quoting the case of the admiral's boat, which came into contact with wet paint, and whose ship got a bad inspection report. Could there be a more complete justification of my contention that ships are praised or blamed for their manipulation of paint, not for their proficiency in gunnery?

17. Captain Crofton states that the majority of officers promoted have either been gunnery or torpedo lieutenants. No officer up to two years ago could be promoted for straight shooting, because no ship did shoot straight. When the *Scylla* and the *Terrible* set the fashion, it was such an unprecedented event that few officers in the Navy believed in the accuracy of the figures.

18. Captain Crofton scarcely adheres to the accepted rules of controversy in his remarks about the *Astraea*. I have discussed the matter of straight shooting with a very large number of naval officers, and I do not think in any of my writings on naval matters many mistakes in fact have hitherto been pointed out, nor has anyone succeeded in fastening on me a charge of improper conduct. With regard to the *Astraea's* report, which Captain Crofton considers was obtained in an "unauthorised" manner and as having been printed without the permission of the captain of the ship, all I can say is that a book, entitled "The Log of H.M.S. *Astraea* on the Mediterranean and China Stations," by T.H. Akers, Q.S.—London: The Westminster Press (Gerrards, Limited), 411A, Harrow Road, W.—was sent me. I concluded when I received it that it was a book for review. Such books constantly reach me. It is, therefore, objectionable to suggest that I have been guilty of the crime of publishing a private document. In order to test the question whether there was anything private, I sent to the publishers for another copy, which I received by return of post. The publishers tell me they are now sold out. It is not the first time that I have been charged with a similar offence. The last occasion was when the *Times* accused me of publishing a private letter. Hitherto such statements have been followed by abject public apologies. Perhaps Captain Crofton will follow the example of the editor of the *Times*.

On the subject of the admiral's inspection of the *Astraea*, I should like to state that as I understand the matter an inspection is considered by all officers on board His Majesty's ships to be the all important event of the year, by which the captain and the commander stand or fall. An unfavourable inspection—that is, pointwork not being clean—has often marred the career of a clever scientific naval officer. After an inspection the general custom of the service is that the admiral should either do something or say something. If he has had a bad inspection he says nothing; but takes action. The ship is sent to sea or punished in some form or other. If a good inspection has taken place the admiral, as a rule, expresses himself favourably, either verbally or in writing. Sir Cyrrian Bridge sent a written memorandum with the expression of his opinion. If the expression of the admiral's opinion is a bad one, the captain generally pockets it. If it be a good one he communicates it to the ship's company or puts it on the notice board. If it is placed on the notice board it is, practically a publication, as in the case of the *Astraea*. Captain Crofton has been a long time absent from a regular man-of-war, but in his youth he must have known the traditions and customs of the Navy.

The remainder of Captain Crofton's "reply" is nothing but the expression of his opinion on matters in regard to which he can claim no special authority. He thinks that the Admiralty method of snubbing the father of the late W. Grounds, the best shot in the fleet, was justified. I think it was cruel and unfeeling. We must agree to differ. It is a question of taste. On matters of taste I decline to yield to Captain Crofton.

My critic "has no means of proving" that the shooting of foreign fleets is not so good as our own. That being so, what is the value of his opinion? But even so, surely the British Navy should be made to shoot efficiently, whatever our German, French, and Russian friends may or may not do.

To paraphrase my critic, may I add that although only an undistinguished private citizen, I "have felt very keenly the slur on the nation" to which I belong, contained in the facts set forth by my critic; and that the statement of fact set forth requires a reply. This is not forthcoming, and, as in the case of the "Message from the Mediterranean," which was denied with equal heat, I venture to predict that no real "reply" will be forthcoming, because the facts contained in it are true; and the Admiralty knew them to be true, or they would not have left Captain Crofton to the fate he has experienced in being obliged to send a donation to the Sailors' and Soldiers' Institute at Gibraltar, as I now request him to do in the terms of his challenge.

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[39]

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Hongkong, 6th September, 1902. [2339]

THE RUSSIAN PRESS
CENSORSHIP.

The Russian Press celebrate this month the
200th anniversary of the publication of the
first Russian newspaper, the official *Vedomosti*,
founded by Peter the Great. Various proposals
have been made for the worthy commemoration
of that interesting event, and considerable feel-
ing has been aroused in journalistic circles by
the discussion of the different suggestions. It
cannot be said that the general public has so far
taken a very keen interest in the discussion, nor
is the reason for this indifference very far to
seek. The fulfurlage in which the Russian Press
is kept completely prevents it from fulfilling its
natural function as the guide and reflection of
public opinion, and no one not immediately con-
nected with newspaper work can be expected
to take any lively interest in its annals.
That Russian journalists are themselves acutely
conscious of their humiliating position is shown
by a striking article in the *Novoe Vremya* last
month on "How Should the Jubilee of the
Press be Celebrated?" The writer discusses
some of the schemes which have been suggested,
such as the foundation of a journalists' bene-
volent society or an orphan fund, the publication
of a complete history of the Russian Press, &c.,
and says:—"All that is very well in its way . . .
but it is not the main thing, not the one thing
which is absolutely necessary." That one
thing, he maintains, is the revision of the
Press laws, which are not only out of date but
have been completely changed in character
by later "temporary measures." He traces
the events which led to the Press law
of 1865, at that time an important step in
advance, and quotes utterances of Prince
Gortchakoff and Katkoff, the famous editor of
the *Moscow Vedomosti*, in favour of the
complete freedom of the Press. The following
speech of the Imperial Chancellor was made in
the Council of State when the Press law was
under consideration:—

"My liberal ideas have long been known to all.
I have supported every project tending towards
the development of freedom of thought. But,
gentlemen, I warn you—and my long experience
gives me the right to do so—that this freedom
of thought for which you are now struggling
will be used against yourselves. You declare
that this freedom is a real necessity for the
State in order to put an end to abuses and to
bring about practical solutions of many economic
and social questions. I entirely share your views.
But how will you define those limits which the
organs of the Press are not to exceed in their
discussion? How will you defend yourselves
against newspaper attacks and criticisms? Will
you be content to bear the burden of these
attacks without seeking to defend yourselves or
to punish the newspapers for making them? For
everything depends on that. If you and
your successors will patiently endure opposition
and criticism and attacks upon your conduct as
ministers, then give your support to this
measure, for in that case it will be of the very
greatest benefit to the country. But if you are
disposed only to confer the freedom in question
so long as it is convenient to you, and to with-
draw it as soon as it is directed against yourselves,
then it is better that you should not accept the
law, for it will only cause you enormous
difficulties; in a few months you will deal with
it in such a manner that not a vestige will
remain of the freedom it confers. As for my-
self, I give my binding promise that in questions
concerning my Ministry (Foreign Affairs) I
will neither employ nor tolerate the employ-
ment of any of the punishments provided in
the law."

The writer in the *Novoe Vremya* points out
that both Prince Gortchakoff and his successors
have faithfully kept the promise which was
made on that occasion; the Foreign Office has
never interfered with the Press. But the
prediction of the Imperial Chancellor has
proved only too true with regard to the other
Ministries. The freedom of the Press, instead
of being developed along the lines of the law
of 1865, has been systematically restricted by
means of Ministerial circulars and supple-
mentary orders. The writer compares the
situation of the Russian Press with that of the
Bulgarian, which by a curious irony owes its
freedom to the Russian Government, and
makes an eloquent appeal for the removal of the
galling restrictions on Russian newspapers as
the best and most worthy means of celebrating
the approaching anniversary.
What those restrictions are may be explained
in a few words. Russian newspapers are divided
into two classes—censored and uncensored.
The former, comprising nearly all the provincial
organs, are not allowed to publish anything
without first obtaining the consent of the local
censor; the latter are not subject to this
"preventive censorship," but are under the
complete control of the Minister of the Interior,
who can punish them in any way he thinks fit
and even suppress them altogether if they
publish anything to which he takes exception.
The present Minister, M. de Plöbe, seems to

allow the Press a somewhat greater liberty of
action than was tolerated by his predecessor.
But that is saying very little; the circular which
he issued only a few months ago shows very
plainly, within what narrow limits he keeps the
"uncensored" newspapers, and it is impossible
to read the *Official Messenger* without being
struck by the frequency with which he makes
use of his powers of punishment. While this
article was being written it was announced that
the sale of the *Exchange Gazette* was forbidden
except to permanent subscribers. No reason
was given for this punishment or any term set
to the time during which it is to remain in effect.
Yet the *Exchange Gazette* is one of the most
harmless of newspapers, and, indeed, is so sub-
servient that foreign writers are frequently led
into the mistake of regarding it as the "inspired"
or semi-official organ of one or other of the
Ministers.

TRAVELS IN MONGOLIA.

Before the members of the Central Asian
Society, at their rooms in Albemarle Street,
London, Captain F. G. Poole, D.S.O., on the
17th ult. read a paper entitled "Outside the
Great Wall of China." At the siege of Peking
Captain Poole was in command of the Inter-
national Volunteers, subsequently joining the
Allied forces, with whom he served as a Staff
officer. As these expeditions were since the
war, he met with the greatest deference every-
where, and was overwhelmed with offers of
guards and escorts.

While out hunting with some hospitable
Belgian missionary fathers he had the good
luck to come across the "Living Buddha"
from Lhasa, on a journey of inspection among
the lamaseries. His Holiness was in a large
and highly coloured tent, gay on the outside
with glaring devil's heads, and had a large num-
ber of lamas with him—bestial, sensual-looking
men, in flowing red and yellow robes. He gave
an interview to Captain Poole, who was the first
foreigner he had ever seen. He was a pleasant,
rather effeminate-looking man of 30, with
large brown eyes and prominent ears. Captain
Poole was well treated by the nomad Mongols
outside the wall, who are gradually being
cramped in as the industrious Chinese bring
more and more of their land under cultivation.
They are a friendly, dirty, lazy people, and treat
strangers with barbaric hospitality.

The lecture was illustrated by a number of
lantern slides, collected by the traveller, de-
picting the Great Wall from various stand-
points, together with several so-called roads
leading to and from the remarkable Wall.
Other views showed camels bearing the natives
winding along over their backs, the entrance to the
Forbidden City, historic gateways outside the
Great Wall, triumphal arches beautifully carved,
the fine temple which was destroyed by the
Boxers, mountainous and river scenery, fron-
tiermen examining traders' goods for the pur-
pose of levying tax, domestic pursuits, and
missionary work.

Sir Evan James, who presided, gave some
interesting reminiscences of his own journey in
Mongolia, which he made with Major Young-
husband and Mr. F. E. Fulford.

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Sole Agents for China.
Hongkong, 1st July, 1902. [344]

NOW READY.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1902. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1902.

Vinolia Soap acts on the skin
like a little ray of sunshine,
while many soaps cause
blemishes, face-spots, and
mucous patches.

GRAND EXHIBITION & SALE

SILK EMBROIDERIES

FINE ART CURIOS,

TO BE HELD ON

SATURDAY, THE 31st JANUARY, 1903,

AND

MONDAY, THE 2nd FEBRUARY, 1903,

EACH DAY COMMENCING AT 2 P.M. SHARP, AT GEO. P. LAMBERT'S
SALES ROOMS, DUDUELL STREET.

Comprising:—

SILK WALL HANGINGS, SILK BROCADES, SILK SCREENS, SILK
KIMONOS, SILK BED and PILLOW COVERS, &c., &c.;
SATSUMA, GOLD LACQUER, COISSONNE, OLD and NEW BRONZES,
ANCIENT WOOD CARVINGS, &c., &c.;
ARTISTIC CUT VELVET PICTURES by the celebrated "NISHIMURA."
N.B.—This Collection was personally collected by Mr. TOMORE, of Kyoto, and is one of
the finest ever offered for sale in this Colony.
TERMS:—As Customary. Catalogues will be issued.
On View from Wednesday, the 25th January, p.m.

GEO. P. LAMBERT,
Auctioneer.

LADIES' GLOVES. SPECIAL OFFER.

FOWNES' BLACK SUEDE GLOVES FOR EVENING
WEAR, \$2.25 PER PAIR.

DENTS' WHITE PARIS CASTOR FOUR-BUTTON, STITCHED
WHITE OR BLACK, \$1.25.

THE ABOVE ARE BEING CLEARED BELOW COST AND
ARE THIS SEASON'S STOCK.

W. M. POWELL, LD.,

GENERAL DRAPERS.

34, QUEEN'S ROAD, OPPOSITE POST OFFICE.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE.

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—

JARDINE, MATHESON & CO.

"TURKISH TROPHIES."

"OH, SLY CIGARETTE!"

OH, FI, CIGARETTE!

WHY DID YOU TEACH ME TO LOVE YOU SO,

WHEN I HAVE TO PRETEND THAT I DON'T, YOU KNOW?"

BRITISH-AMERICAN TOBACCO
COMPANY, LIMITED.

HONGKONG.

LEMCO

The Genuine Liebig Company's Extract,

is the most concentrated meat essence made.
Invaluable in Kitchen, Sick Room, and Hospital,
and on the Battle Field.

The only Meat Extract
ever connected with
JUSTUS VON LIEBIG.



UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

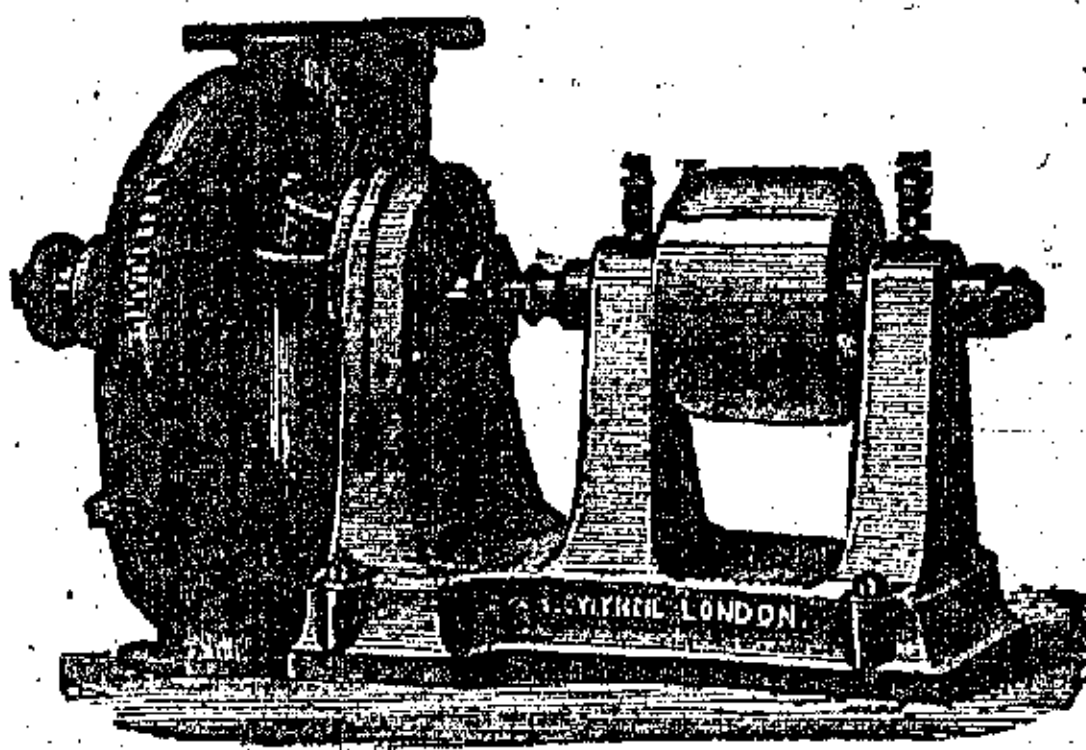
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

J. & H. GWYNNE, LD.,
81 CANNON STREET, LONDON, E.C.

MAKERS OF THE "INVINCIBLE" CENTRIFUGAL PUMPS
AND PUMPING ENGINES.

The most
Economical
and most
Successful in the
World.

Special Pumps for
Liquids charged
with foreign
matter, also for
Cyanide, &c.



For
DRAINAGE,
IRRIGATION,
RECLAMATION,
MINING,
SEWAGE,
WATERWORKS,
&c., &c.

CABLES: "GWYNNE, LONDON" HIGHEST AWARDS WHEREVER SHOWN

"INVINCIBLE" HIGH SPEED OIL MOTORS FOR DRIVING
DIRECT CENTRIFUGAL PUMPS, DYNAMOS, &c.

ILLUSTRATED CATALOGUES MAY BE OBTAINED ON APPLICATION TO THE OFFICE OF THIS PAPER

Heroic

measures only can check
the advance of

Cholera

Don't trifle with unknown
remedies, nothing yet tried
equals

Painkiller

PERRY DAVIS.



Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Damper.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. [344]

NOW READY.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1902. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1902.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked B, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 31st inst. at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 3rd February, at Noon.
LONDON	TELEMACUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th February.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LONDON	DIONED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LONDON	MACHIAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LONDON	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st March.
LIVERPOOL	DARDAENUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th February.
LIVERPOOL	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th February.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wals	NIPPON YUSEN KAISHA	On 7th Feb. at Daylight.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	SALAZIE	Fre. str.	—	—	MESSAGERIES MARITIMES	On 9th February, at 1 p.m.
MAISELLES, LONDON & ANTWERP, via SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 21st Feb. at Daylight.
BRISBANE, via Ports of Call.	AMBRIA	Ger. str.	2 m.	G. Maters	MELCHERS & CO.	On 4th February, at Noon.
HAMBURG & AMBURG	WURZBURG	Ger. str.	—	Duckstein	HAMBURG-AMERIKA LINIE	On 3rd February.
HAMBURG & AMBURG	C. FRID. LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 10th February.
HAMBURG & AMBURG	BAMBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 20th February.
HAMBURG & AMBURG	ANDALUSIA	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 24th March.
HAMBURG & AMBURG	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 7th April.
HAMBURG & AMBURG	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 21st April.
GENOA & LONDON	BRUNDT	Brit. str.	—	Clark	GIBB, LIVINGSTON & CO.	On or about 2nd February.
GENOA, MARSEILLES & ANTWERP	PRYTHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th February.
TRIESTE, &c. via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Colledani	SANDEL, WIELER & CO.	On 17th February, p.m.
NEW YORK, via PORTS OF SUEZ CANAL	HINDUSTAN	Brit. str.	—	—	DODWELL & CO., LD.	About 4th February.
NEW YORK, via SUEZ CANAL	INDRADO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 10th February.
NEW YORK, via SUEZ CANAL	GIBRALTAR	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 14th February.
VAN COUVER, via SHANGHAI, &c.	EMERALD	Brit. str.	2 m.	D. Morris	CANADIAN PACIFIC R. CO.	On 11th February, at Noon.
VAN COUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th February.
VICTORIA (B.C.) & SEATTLE, via NAGASAKI, &c.	PAKING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th February.
VICTORIA (B.C.) & SEATTLE, via NAGASAKI, &c.	PLEIADES	Brit. str.	—	F. G. Purington	DODWELL & CO., LIMITED	On 10th February, at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	RIOSUN MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 24th February, at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	IYO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 25th February.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Mosses	NIPPON YUSEN KAISHA	On 5th February, at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Helm	GIBB, LIVINGSTON & CO.	On 16th February.
ATLANTIC PORTS	THINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
YOKOHAMA & KOBE	SITHONIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	On or about 1st February.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	MALTA	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On or about 22nd February.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CANTIA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On 24th February, at Noon.
MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MOJI, KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 13th February.
MOJI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 13th Feb. at Daylight.
MOJI, KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	W. W. Cooke, B.N.R.	P. & O. S. N. Co.	On or about 6th February.
SHANGHAI, MOJI & KOBE	TIENHIN	Brit. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 1st February.
YANSHU, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 31st inst.
FOO HIOU, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 4th February.
ANPING, via SWATOW & AMOY	MAIDZU MARU	Jap. str.	1 m.	Gibson	DOUGLAS LAPELLE & CO.	On 1st Feb. at Daylight.
SWATOW	HAICONG	Brit. str.	2 h.	Hodgins	DOUGLAS LAPELLE & CO.	On 3rd February, at 10 a.m.
SWATOW, AMOY & FOOCHOW	KAIKONG	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 17th February.
CEBU & ILOILO	YAWATA MARU	Jap. str.	—	A. E. Mosses	A. S. MIHARA	To-morrow, at Noon.
MANILA	LOONGAN	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 2nd February, at 4 p.m.
MANILA	KORILLA MARU	Jap. str.	—	E. F. Bishop	TOYO KISEN KAISHA	On 3rd February, at Noon.
MANILA DIRECT	DIAMANTE	Brit. str.	2 m.	A. H. Notley	SHEWAN, TOMES & CO.	On 3rd February, at Noon.
MANILA, CEBU & ILOILO	KWIKANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 6th February.
MANILA DIRECT	ZAFIRO	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 12th February, at Noon.
MANILA	SUNGRIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th February.
MANILA	TSINAN	Brit. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 24th February, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
Jan. 28, AWA MARU, Jap. str., 3,012, N. Trenat, London and Singapore 22nd Jan. General—NIPPON YUSEN KAISHA.
Jan. 28, DENLAWESE, British str., 1,384, H. W. Bee, Moji 22nd Jan. General—A. S. MIHARA.
Jan. 28, DAJIN MARU, Jap. str., 1,000, T. Ogata, Yamsu, Amoy and Swatow 27th Jan. General—OSAKA SHOSHEN KAISHA.
Jan. 28, ESANO, British str., 1,124, Roope, Wuhu 22nd Jan. Rice—JARDINE, MATHESON & CO.
Jan. 28, HACHING, British str., 1,267, A. E. Hodgins, Poochow 25th Jan. Amoy 20th and Swatow 27th. General—DOUGLAS LAPELLE & CO.
Jan. 28, HOTSANO, British str., from Canton. Jan. 28, KOWLOON, German str., 1,478, Stohr, Wuhu 22nd Jan. and Chikiang 24th. General—SIEMSEN & CO.
Jan. 28, LUGNINING, British str., 2,122, J. A. Spence, Calcutta 10th Jan. General—DAVID & ASSOCIATES & CO., LD.
Jan. 28, SAPHIR, New str., 854, P. Fagerlund, Moji 22nd Jan. General—ORD & CO.
Jan. 28, SITHONIA, German str., 4,369, Th. Hildebrandt, Singapore 21st Jan. General—HAMBURG-AMERIKA LINIE.
Jan. 28, SACHSEN, British str., from Canton. Jan. 28, TAICHING, German str., 862, G. Schultz, Bangkok 19th Jan. Rice and Wood—BUTTERFIELD & SWIRE.
Jan. 28, TIKTAN, British str., 1,227, J. Gibbs, Chungking 2nd Jan. General—BUTTERFIELD & SWIRE.
Jan. 28, WOODSON, British str., 1,109, Dowson, Linkung 23rd Jan. General—BUTTERFIELD & SWIRE.
Jan. 28, YAWATA MARU, Jap. str., 2,366, A. E. Mosses, Nagasaki 23rd Jan. Mails and General—NIPPON YUSEN KAISHA.

DEPARTURES.

25th January.
AMIGO, German str., for Saigon.
ANDRE RICHARDS, German str., for Bangkok.
CHRISTIAN, British str., for Saigon.
ECHOAR, French str., for Hoihow.
KOWLOON, German str., for Canton.
LAISAN, British str., for Calcutta.
MARIA RICHARDS, German str., for Tientsin.
ROSETTA MARU, Jap. str., for Manila.
RUBI, British str., for Manila.
SPITHEAD, British str., for Rangoon.
THALES, British str., for Swatow.
WIAMPOA, British str., for Shanghai.

VESSELS IN DOCK.

27th January.
ABERDEEN DOCK.—K. WOOD DOCK.—H.J.G.M.S. Iltis, Kin-shan, Vigilante, Heinrich Menzell, Compania de Filipinas, Sherman, Buraside.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Denlaewe*, from Moji 22nd inst. had calm and thick fog from Turnabout till 60 miles north of Hongkong; then moderate N.E. wind and clear weather.
The British steamer *Hatching*, from Foochow 25th Jan., Amoy 26th and Swatow 27th, had dense fog with light winds and smooth seas to N.W.W. Wind and moderate sea and overcast with occasional rain. Vessels in Amoy—Zap-pan, *Id Swatow*—*Peking*, *Fung Tung*, *Wen-chow*, *Bygd* and *H.M.S. Algerine*.

VESSELS OF THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

The Company's Japanese Mail Steamship

"YAWATA MARU,"

3,600 Tons, Captain A. E. Mosses, will be despatched for the above port TO-MORROW, the 31st inst. at Noon.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 28th January, 1903. [533]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SITHONIA."

Captain Hildebrandt, will be despatched for the above ports TO-MORROW, the 30th inst. at 5 p.m.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th January, 1903. [376]

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU,"

3,869 Tons, Capt. E. P. Bishop, will be despatched for MANILA on TUESDAY, the 3rd February, at Noon.

To be followed by the "ROSETTA MARU" on the 8th February.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 29th January, 1903. [136]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched as above on THURSDAY, the 5th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th January, 1903. [244]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 11th Feb.

R.M.S. "TAIARU" ... 4,425 Tons ... WEDNESDAY, 25th Feb.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 18th Mar.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st Apr.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd Apr.

R.M.S. "TAIARU" ... 4,425 Tons ... WEDNESDAY, 6th May

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TAIARU" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

L. E. BROWN, General Agent, 11, Queen's Street.

61

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* PLEIADES ... F. G. Purington ... 3,753 ... February 7th

* SHAMUT ... W. M. Smith ... 9,006 ... February 17th

LYEA ... 4,417 ... March 10th

VICTORIA ... J. Pantou ... 3,503 ... March 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

Hongkong, 26th January, 1903. [7]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. DESTINATIONS. SAILING DATES.

* DARMSTADT ... WEDNESDAY ... 4th Feb., 1903.

* STUTTGART ... WEDNESDAY ... 13th Feb., 1903.

* PREUSSEN ... WEDNESDAY ... 4th Mar., 1903.

* HAMBURG ... WEDNESDAY ... 18th Mar., 1903.

* PRINZ HEINRICH ... WEDNESDAY ... 1st April, 1903.

* SACHSEN ... WEDNESDAY ... 15th April, 1903.

* KRAUTSCHOU ... WEDNESDAY ... 29th April, 1903.

* BAYERN ... WEDNESDAY ... 13th May, 1903.

* ROON ... WEDNESDAY ... 27th May, 1903.

* PRINZ REG. LUITPOLD ... THURSDAY ... 11th June, 1903.

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WED

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd February.	
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.	
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON	"TELEMACHUS"	On 7th February.	
LONDON	"PROMETHEUS"	On 17th February.	
LONDON	"DIOMED"	On 3rd March.	
LONDON	"MACHAON"	On 17th March.	
LONDON	"GLAUCUS"	On 31st March.	

LIVERPOOL BERTH.

FOR	STEAMERS	TO	DATE
LIVERPOOL	"DARDANUS"	On 20th February.	
LIVERPOOL	"KINLUCK"	On 20th March.	

CONTINENTAL BERTH.

FOR	STEAMERS	TO	DATE
GENOA, MARSEILLES and ANTWERP	"PYRRIUS"	On 28th February.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PAKLING"	On 29th January.	

The S.S. "DIOMED" left Singapore on the 27th inst., a.m., and is expected here on the 2nd February.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th January, 1903.

[10-12]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, CEBU and ILOILO	"KWEIYANG"	On 6th February.	
KOBE and YOKOHAMA	"CHANGSHA"	On 11th February.	
MANILA	"SUNGKIANG"	On 12th February.	
MANILA	"TSINAN"	On 16th February.	

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

* "KALFONG" On 17th February.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

§ See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th January, 1903.

[11]

HONGKONG-MANILA.

Highest Class, newest, fastest, and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
DIAMANTE	1980	A. H. Nodley	Manila Direct.	On 3rd Feb., at Noon.
ZAPIRO	2540	R. Rodger	Manila Direct.	On 6th Feb., at Noon.
RUBI	2540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
PERDA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 29th January, 1903.

[17]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 1st February.
TAMSAI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 8th February.
FOOCHOW, VIA SWATOW AND AMOY	"ANING MARU"	SATURDAY, 31st January.
ANFOING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 4th February.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamai to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 29th January, 1903.

T. ARIMA, Manager.

[15]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOI, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN.	TO	DATE
"INDRAPURA"	4399	A. E. Hollingsworth	February	25, 1903
"INDRASAMHA"	5197	H. P. Craven	March	16, 1903
"INDRAVELLI"	4399	W. E. Craven	April	16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903.

[14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"CHUSAN."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from Hongkong, on SATURDAY, the 31st January, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th January, 1903.

[1]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."

Captain Gibson, will be despatched for the above port on SUNDAY, the 1st February, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 28th January, 1903.

[372]

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENEDI."

Captain Clark, will be despatched as above on or about 2nd February, 1903.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th January, 1903.

[293]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on MONDAY, the 2nd February, at 4 P.M.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th January, 1903.

[565]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports on TUESDAY, the 3rd February, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 28th January, 1903.

[373]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th February, 1903, at 1 P.M., the Company's Steamship

"SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 8th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th January, 1903.

[2]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SURZ CANAL.

THE Steamship

"INDRADEO."

Captain Esterbrook, will be despatched as above on or about the 10th February.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 8th January, 1903.

[198]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

Departures from Hongkong to Macao daily at 7.30 A.M. (Sunday included). Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class	\$2.00
2nd	1.00
3rd	0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Street West.

Hongkong, 22nd January, 1903.

[319]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 16th February.

"CHANGSHA" " " 7th March.

"CHINGTU" " " 4th April.

"TAIYUAN" " " 23rd April.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 21st January, 1903.

[92]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RANGGOON, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA."

Captain Colledani, will be despatched as above on TUESDAY, the 17th February, P.M.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 28th January, 1903.

[3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 9th January, 1903.

[208]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th January, 1903.

[8]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

EVIE J. RAY, American barque, F. Carson.

Sander, WIELER & Co

LOTARIE, Italian barque, A. M. Schiavino.

Order.

SHIMODA, British str., E. A. Chaplain.—Doddwell & Co., Ltd.

[18]

FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S

Phospho

Glycerate

of Lime

For Nervous Troubles in Adults and Children

SOLD IN

Capsules, in Syrup, and in Wine

Increases vital energy and nerve force.

Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE

[182-1]

APIOL & STEEL PILLS

A Remedy for all Irregularities.

Superior Bitter Apple, Tonic, and Purgative.

L. S. WATSON & CO., LTD., HONGKONG.

MARTIN, Chemist, SOUTHAMPTON.

[62]

A NEW MAGAZINE (Published Quarterly)

"THE EAST OF ASIA."

CONTAINING Articles of Special Interest to the People, Customs, &c., of the Far East.

